Commission Disputed By Aircraft Leaders on 50,000-Plane Order

Claim Commitments In Industry for Only 37,000 Craft

By JOSEPH S. EDGERTON.

Disagreeing with National Defense Advisory Commission figures showing that contracts have been placed in this country by the United States and British governments for 50,000 airplanes, leaders of the American aircraft industry have reported informally that contract commitments, as of today, call for only 37,000 airplanes.

Because of increased costs of labor and materials, deliveries under existing contracts actually may run considerably below the 37,000 total, in the opinion of industrial authorities.

Asked about the discrepancy in the figures, amounting to 13,000 airplanes, Advisory Commission officials said that no official statement was available, but indicated that the difference might be due to the contemplated production of parts for 12,000 bombardment airplanes by the automobile manufacturing industry, for assembly in four proposed Government plants. They admitted that contracts for these airplanes have not been awarded, however.

Includes 130,000 Engines.

In an outline of its activities during its first six months, the Advisory Commission said that contracts awarded to date by the Army and Navy, "plus such British and other foreign material orders as have been placed at the present time," call for 50,000 airplanes, 130,000 engines and other war supplies.

Representatives of the aircraft manufacturing industry, however, say that they have been committed by contract to only 37,000 airplanes, of which Great Britain, including Canada, has 16,000 on order and the United States military services have 21,000 on order.

The Aeronautical Chamber of Commerce is said to be undertaking a survey of aircraft manufacturing plants to determine the exact situation as regards warplane orders.

Although aviation leaders do not want to be put in the position of contradicting Government claims as to orders, they fell that it is exceedingly unwise at this time to encourage any unjustified optimism as to current and potential production for national defense and aid to England.

COSMOPOLITAN CLUB INSTALLS NEW OFFICERS—Shown at a Cosmopolitan Club luncheon yesterday as officers for the coming year were inducted, are (left to right): Herbert S. Woods, new vice president; William A. Edelblut, retiring president, who is handing over the gavel to Corneal J. Mack, his successor, and Paul V. B. Heiss, the new secretary. —Star Staff Photo.

U. S. Warplane Engines Called World's Fastest and Toughest

Production Bottleneck Expected to End By Summer

What about the engines which power our warplanes? How bad is the "bottleneck" in their production? What is involved in relieving this situation? These and other pertinent questions are answered in the following article, the second of a series by Devon Francis, aviation editor of the Associated Press.

By DEVON FRANCIS.
Associated Press Aviation Editor.

NEW YORK, Jan. 3.—When Roscoe Turner, the elder statesman of American air racing, won the big-money Thompson Trophy event at Cleveland in 1938 by running his 1,200-horsepower engine wide open for a solid hour, he helped peg American aircraft power plants as the world's best.

Flushed, tired and more than $20,000 richer for his hour's toil, big Roscoe taxied his silver monoplane to the line and cut the switches.

"Wide open, all the way," he announced, amazed.

Forthwith, mechanics tore down the engine to see what had happened to it. Airplane enginess were not meant to take that punishment. Its interior looked almost as good as the day it came off the factory production line.

Criticism of American warplanes, in comparison with those of Germany and England, cannot be made on the counts of speed or engine dependability.

Production Rate Criticized.

Criticism can be more justly leveled at our engine production. That is both America's strength and weakness in the race for air rearmament. We have the world's best radial, air-cooled plane engines, but our current production will equip only 600 to 700 combat planes a month.

The engine "bottleneck" will be relieved appreciably by late spring or early summer.

But what that will mean in terms of greater American air power remains for determination. Much of our production is destined for England. President Roosevelt's "rule-of-thumb" division of our warplane output equally between our armed forces and England has been revised.

The greater part of the output of some warplane factories, and all of that of some factories, is going to England as fast as it comes off the assembly line. That is in keeping with the policy of all aid short of war.

In the next five or six months two major engine factories and their branches, buttressed by a trickle of production from automobile factories now tooling up to make plane engines, are expected to be turning out 3,000,000 horsepower a month.

In terms of units that is the equivalent of 3,000 engines of 1,000 horsepower each. That would equip every month 1,500 airplanes of all types—bombers, patrol planes, pursuits and observation planes—including the "spares" which go with each order.

On American engines even more than on American planes is going to depend in good part the maintenance of British bombing power. On them will be predicated the future of American air power.

This is why:

Speed and bomb-carrying ability of warplanes are functions of design, wing loading and power loading. No nation has a copyright on design. Our latest pursuits, for example, copy many of the best features of British and German pursuits.

Wing loading means the relation between the weight of a plane and the wing area—the higher the weight the faster the plane. Power loading means the relation between the weight of the plane and the engine horsepower—the lower the weight the faster the plane.

Engine Makers Hold Key.

Design and wing loading can be changed at the pleasure of the engineer, but as the armed services make demands for bigger airplanes and higher speeds it is the engine manufacturers who hold the key to the superior performance of our aircraft.

In the radial shaped, air-cooled field no other nation has been able to approach American engines in dependability and power output.

The two leading radial engine manufacturers, the Pratt & Whitney division of the United Aircraft Corp. and the Wright Aeronautical Co. (the latter a subsidiary of the Curtiss-Wright Corp.), are turning out engines of greater horsepower than any engines in production abroad.

It is a Pratt & Whitney engine, rated at 1,850 horsepower, which carries along the new Navy Vought-Sikorsky shipboard fighter at more than 400 miles an hour at optimum altitude. That is a top, not a cruising, speed. The same engine with slight alterations is being rerated for a 2,000-horsepower output.

Weight Is Light.

Improved Wright engines, rated at 1,650 horsepower, are speeding the longer range Pan-American Airways Clippers across the Atlantic. Wright, too, has engines in the 2,000-horsepower class.

None of the new American aircraft power plants weigh much more than a pound for each horsepower they develop.

Engines of 2,000 horsepower are known to be in the experimental stage abroad, but they are of the heavier V-shaped, liquid-cooled, in-line type.

Much has been said in recent months, beginning with a statement by Secretary Morgenthau of the Treasury Department last winter, about the potential engine "bottleneck." Airlines with engines on order were, in fact, asked to release them to the Army Air Corps.

Continuance of the bottleneck will depend in part on the Air Corps' engine procurement policy, the demands of Great Britain and on how fast this country can overcome serious handicaps in liquid-cooled engine manufacture. For the last two years the Air Corps has favored equipping its pursuit planes with in-line liquid-cooled engines, arguing that they could be better streamlined than planes with air-cooled radial engines. Radials are star shaped, with larger frontal areas.

Radial Type Navy's Standard.

For years the Navy has accepted the radial as its standard power plant.

The United States is at the tag end of the parade on aircraft in-line engine development.

Our only large in-line engine is the Allison, with a rating of 1,090 horsepower.

In-line engine production is still only a few hundred units a month, though the General Motors Corp., parent company of the concern manufacturing Allisons, announced recently 1,000 engines a month would come off the line by November, 1941.

The reason the British are in such dire need of American engines with high horsepower output is that in two lightning campaigns the Germans destroyed existing and potential bases from which the British could bomb effectively with their standard, short-range, medium-weight planes.

When the Germans seized Norway and conquered the Low Countries and France they forced the British to base all their bombardment planes in England.

U. S. Needs Are Different.

The designs for British planes had not been drawn with that contingency in view. Today they must have American planes of great power, range and bomb-carrying capacity, such as the Consolidated "24" and the later, faster versions of the Boeing "17."

Both types, four engined, were developed specifically for the peculiar problems of American defense. Our bombers have lengthy coast lines, a vast continent and outlying possessions to protect.

Once the problem of British needs is reconciled satisfactorily with American needs in air armament, the breaking of the engine bottleneck will depend on the accelarated production of high-powered air-cooled engines and the further development and production of liquid-cooled types.

Great Britain is using liquid-cooled Rolls-Royce engines in its Hurricanes and Spitfires, which in design are at least five years old. On both British and United States Army Air Corps contracts we now propose to duplicate that engine in American factories.

New Facts Brought Out.

How advisable that is it will remain for history to judge. Some peculiar facts about airplane speeds and engine types are emerging from engineers' arguments, fostered by the demands of the Air Corps for more efficient airplanes.

The National Advisory Committee for Aeronautics discovered in wind tunnel tests that the "drag" of radial engines equipped with barrel-like coverings called cowlings in many instances is only negligibly higher, and in one instance was lower, than that of liquid-cooled engines.

Our new Republic pursuit, equipped with a 1,200-horsepower radial, is reported to have a speed of more than 360 miles an hour, approximately that of the better known Curtiss "40," fitted with an in-line engine. That, too, incidentally, is the speed of the standard German fighter, the Messerschmitt "109." It is equipped with an in-line.

New U. S. Planes Top Speed of Nazis' Record-Holder

By the Associated Press.

NEW YORK, Jan. 3.—Published airplane speeds often are subject to sharp discount so far as their use in military work is concerned.

The world's "absolute" speed record, achieved over a three-kilometer course last year, is 469.2 miles an hour. It is held by a German plane from which the current Messerschmitt "109" fighter was developed. The fighter's top speed is about 360 miles an hour, not as fast as some new American types.

The difference is accounted for in the fighter's greater load in armament and fuel for longer range, and in the lesser degree of perfection in a "production" plane as compared with a specially-built racer.

William Allen White Drops Active Role Of Aiding the Allies

Emporia Editor Suggests 'High-Visioned Young Man' Succeed Him

By the Associated Press.

EMPORIA, Kans., Jan. 3.—William Allen White, who stepped outside his role of country editor to organize the Committee to Defend America by Aiding the Allies, has taken up his blue pencil again with the suggestion that "some strong, high-visioned young man" succeed him as committee chairman.

The publisher of the Emporia Gazette resigned active chairmanship yesterday and New York headquarters accepted with the "greatest reluctance." The Executive Committee will meet Tuesday to name a successor.

Remains on Executive Committee.

Mr. White will be honorary chairman and a member of the Executive Committee of the group which he organized last May and which has received $225,000 in small gifts from 12,000 contributors.

His resignation followed disagreement among members and widespread discussion of committee aims.

A recent statement by Mr. White that his only reason for committee membership was "to keep this country out of war," brought from Mayor Fiorello H. La Guardia of New York an assertion the Emporian had "done a typical Laval."

Resigning, Mr. White said "the need for hard concentrated intelligent work on the chairman job is too much for a man who has to earn a living running a country newspaper" and suggested the position requires "some strong, high-visioned young man" who could devote his full time to the task.

"The menace of appeasement is heavily financed and only our committee is organized to meet this threat. The need to keep public sentiment alive to the terrible danger of a let-down in our armament program will require even more service from our committee than so far it has been organized to give.

"Finally, yet foremost, America must keep the lifeline open between the United States and Great Britain and must give to the President every encouragement and support in his policy to aid Great Britain."

Two 'Wife-Swapping' Case Principals Wed

By the Associated Press.

LAPEER, Mich., Jan. 3.—George Nelson Davis and Mrs. Edith June, two of the principals in a "wife-swapping" case last summer, disclosed yesterday they were married New Year Eve.

The two, who obtained divorces last fall, are living in a four-room log cabin with 14 children by previous marriages. The new Mrs. Davis is ill with influenza.

Clarence June and Mrs. Mildred Davis, the other principals, cannot marry before December 17, 1942, under terms of a divorce granted June by Circuit Judge Louis C. Cramton.

The Marine Corps now has about 44,000 enlisted men and 3,000 officers.

Woman Driver's Blows Rout 'Stop-Sign' Bandit

A "stop sign" bandit picked the wrong motorist for a victim at Vermont and Florida avenues N.W. last night.

He leaped to the running board of a car operated by Miss Sarah (Betty) Wilson, 33, a Public Utilities Commission secretary, opened a door and ordered her to "drive on."

Miss Wilson, the daughter of James E. Wilson, former police captain, threw her car into gear and tried to shake the colored man from the running board by a sudden spurt.

The engine, however, stalled.

Not daunted and getting a bit angry by this time, Miss Wilson whirled on the intruder as he was trying to shut the rear door. She beat him with her fists so fiercely that he leaped to the street and fled.

Miss Wilson was on her way from work to her home at 504 Oglethorpe street N.W.

D. G. McCormick Dies; Brother of C. U. Official

Daniel G. McCormick, 58, brother of the Right Rev. Msgr. Patrick J. McCormick, vice rector of Catholic University, died yesterday at his home in Norwich, Conn., after a long illness, it was learned here.

Msgr. McCormick left Washington yesterday to attend funeral services at Norwich.

A life-long resident of Norwich, Mr. McCormick had been employed in the postal service. He retired five years ago because of ill health.

Surviving, in addition to his brother here, are his mother, Mrs. Margaret E. McCormick; a sister, Miss Mary E. McCormick, and two brothers, Judge John T. and Dr. Thomas J. McCormick, all of Norwich.

A requiem mass will be held tomorrow at St. Mary's Church in that city.

Gov. Lehman's Daughter Married at Elkton

NEW YORK, Jan. 3 (AP).—Gov. and Mrs. Herbert H. Lehman disclosed last night that their daughter, Hilda Jane, and Boris De Vadetsky of this city, had eloped to Elkton, Md., on December 1 and were married.

Announcement of the marriage was made by Walter Brown, the Governor's secretary.

Airliner Hostess Buys Lonesome General Cake

The general looked lonesome.

That's the reason Joy Wadleigh, Pennsylvania-Central Airlines hostess, gave today for buying him a birthday cake, complete with pink icing, with her own money.

It happened New Year Day, but nobody heard about it until last night when a crew member on the "birthday plane" mentioned it at the airport.

Miss Wadleigh, only seven weeks with the airline, was hostess on a Norfolk-bound plane when one of the passengers, Brig. Gen. Samuel T. Ansell, former judge advocate general of the Army, told her it was his 66th birthday anniversary. The retired general was on his way home, to Currituck County, N. C.

When Miss Wadleigh got back to Washington she went to a restaurant, ordered a birthday cake and took it along on the evening trip to Norfolk. When the general boarded the plane to return to Washington, Miss Wadleigh set the cake in front of him. He blew out the single candle, the passengers and crew sang "Happy Birthday" and the general wasn't lonesome any more.